

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

29 JUL 1930

Date of writing Report July 28 1930 When handed in at Local Office July 28 1930 Port of Palmouth
 No. in Reg. Book. 74092 Survey held at Palmouth Date, First Survey July 17 Last Survey July 22 1930 (No. of Visits 4)
 on the Machinery of the Wood, Iron or Steel SS "INVERGLASS"
 Tonnage { Gross 6901 Vessel built at Dumbarton By whom W Denny & Bros Ltd When 1924-11
 Net 4296 Engines made at " By whom " When 1924
 Nominal Horse Power 539 Boilers, when made (Main) 1924 (Donkey) ✓
 No. of Main Boilers 4 Owners British-Mexican Pet'l. Co Ltd Owners' Address " (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ Managers A. Weir & Co Port London Voyage "
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Fal Noe DDK Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Donkey Boilers ✓

Last Report No. " Port "Particulars of Examination and Repairs (if any) T.S.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined?

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? no If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close rewoodedIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Vessel in drydock. Propeller & Sea fastenings examined
 Screw shaft drawn in & found in order. Stern bush rewooded.

Crank shaft lifted & examined. NO 5 & 6 M Bearings reinstalled, remainder lined up.

General Observations, Opinion, and Recommendation: The machinery of this vessel is eligible in my opinion to remain as classed.

Note Screw Shaft Seen. 7.30

Survey Fee (per Section 28) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ : :
 Received by me, 19

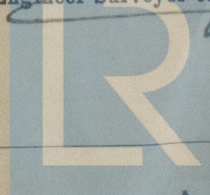
Committee's Minute

TUE. 12 AUG 1930

Assigned

As now

R. C. Moffitt
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W 500 0160

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

New shaft examined

Crack shaft lined up

17th

18th

19th



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